

one of the contributors to the Sulzer fund, gave his check to Judge Lewis J. Conlan and not to the Governor, as Brady had stated on the witness stand last week. The managers took the matter also under advisement.

Subsequently Attorney Kresel read the answer Gov. Sulzer sent to August Luchow after the latter had sent him a campaign contribution. The letter thanked Mr. Luchow for "all you have done."

"Is it the stereotyped form that we have been filling out in evidence?" asked Judge Herrick.

"Judge for yourself," was Kresel's reply.

John E. Borenson, the first witness of the day, who gave his business as "coffee importer and general exporter," testified to handing a check for \$2,500 to the Governor in October of last year. The check was from the firm of Crossman & Slicker, employers of Borenson.

This firm is sometimes called the Coffee Trust.

"At the request of Mr. Crossman," the witness said, "I drew a check for \$2,500, had it cashed and took twenty-five \$100 bills to Mr. Sulzer in October, 1912. I handed the money to him and said, 'Mr. Crossman wished me to hand you this,' as he replied, 'Thank Mr. Crossman for me.'"

The witness said Mr. Crossman died in January, 1913, and that Mr. Slicker now is abroad. Borenson was not cross-examined.

CITY COURT JUDGE EXPLAINS HIS CONTRIBUTION.

Edward F. O'Dwyer, Judge of the City Court of New York, was the next witness. He testified to having given a check for \$100 to Sulzer on Oct. 10, 1913. The check was endorsed by Boyer, Griswold & Co., brokers.

John P. O'Brien of New York, who said he was in the milk business, was then sworn. He said he had known Sulzer for ten years, was a member of the National Democratic Club of New York and had sent Sulzer a contribution. His check, which was placed in evidence, was for \$50.

A letter stating that the inclosure was his "contribution" and that he hoped to be able to contribute "two years hence," accompanied the check. This check was endorsed "William Sulzer" and "Louis Barocky." Sulzer's acknowledgment had been sent, he said, but from memory Mr. O'Brien said the acknowledgment "thanked me for what I had said and all I had done."

Attorney Kresel then switched to the Governor's alleged Wall Street transactions, calling Arthur L. Fuller, head of the New York Stock Exchange firm of Fuller & Gray. The witness said he was a brother of Melville B. Fuller of the firm of Harris & Fuller. Sulzer is alleged to have invested campaign contributions with both of these firms.

Fuller proceeded the ledger of his firm and turned to "Account 500." It was opened, he said, Oct. 31, 1913, and showed purchase of 100 shares of "Big Four" on that date. The order was given on Oct. 20, the witness said, and at the time no margin was deposited for the stock.

"I asked my partner if we were to cash this stock without margin," he said the witness. "He said, 'No, it's to be paid for.'"

NOT ALLOWED TO SAY WHO ACCOUNT WAS FOR.

Q. Did you ask him after I testified before the Frawley Committee.

"Who did he say it was for?" asked the lawyer.

Objection to the question was sustained.

Mr. Kresel said that counsel for the managers had tried for the last ten days to subpoena Mr. Gray, but had been unable to locate him.

Reading further from the account, the witness said that 100 more shares of "Big Four" were bought on Oct. 22, and that two payments, one of \$1,500, and one of \$1,000, were made on the same day.

On Oct. 23 there was paid \$200, and on Oct. 24, \$500 more, this, with the exception of \$14.25 interest, balancing the account. On Nov. 4, 100 more shares of "Big Four" were bought, for which \$5,125.00 was paid on Nov. 6.

All the payments, the witness said, were in cash and amounted to \$17,375.00.

QUITE COMMON TO DESIGNATE ACCOUNTS BY NUMBERS.

There were many accounts in his office designated by numbers, he said, and added that to designate accounts by number was quite the common thing in Wall street. He testified that so far as he knew there was no record in his office that would tell the name of the person to whom the account "No. 500" was credited.

He said the account was not bought on margin "as it was understood it was to be bought outright."

Fuller was succeeded by Edith M. Sutton, manager of the firm's Brooklyn office.

"Do you know whose account No. 500 was?" asked Attorney Kresel.

"William Sulzer's replied Sutton before Judge Herrick had time to enter an objection.

The answer was stricken out by Presiding Judge Cullen on the ground the witness did not have personal knowledge. Sutton described his part in the delivery of 200 shares of "Big Four."

In the effort to get at the bottom of the "Big Four" stock transactions, lawyers for the prosecution questioned sharply various employees of Fuller & Gray.

Devout methods were used in delivering the stock. Frederick A. Conlan, clerk in Yonkers branch office, testified that he delivered the certificates to Frederick L. Colwell in the Nassau Bank and Home Trust Company, Brooklyn.

HOW COLWELL PAID FOR THE "BIG FOUR" SHARES.

"Mr. Colwell," said the witness, "formerly was a partner in Harris & Fuller and he did not want it to be known by that firm that he was carrying an account with Fuller & Gray. So I was ordered to go down from Yonkers to get the 'Big Four' certificates and meet him around the corner from our Brooklyn branch office and get the money from him. He gave me the amounts in cash each time."

Q. Did he draw the money from the banks where you met him? A. He did not.

Melville B. Fuller of the stock brokerage firm of Harris & Fuller repeated testimony he gave before the Frawley Committee.

On Nov. 12, 1913, did William Sulzer

SINCLAIR'S TIRADE GIVES PASSENGERS SHOCK ON LINER

Socialist-Author Likens Well-Fed Cabin Holders to Coal Passers.

SENSATION ON SHIP.

Some Riled, Others Become Disciples After Audacious Talk.

First-cabin passengers on the Atlantic transport liner Minneapolis, who wear white collars, don dress clothes for dinner and decline to drink from finger-bowls, evidently do not take kindly to Upton Sinclair's Socialistic views, especially when he classes them with coal passers.

When the Minneapolis, in from London, docked to-day the first-cabin passengers were divided into two sects, the majority, it must be confessed, still adverse to Socialism and in no wise abashed when it came to expressing their opinions of Mr. Sinclair's views. Sinclair himself was decidedly unperturbed.

On Saturday night there was a social gathering in the saloon of the liner, and Sinclair, who is no mean Brummel for style, was asked to make some kind of a talk. Would Mr. Sinclair talk? A lot of passengers on the Minneapolis wished he hadn't.

Taking his stand at the head of the saloon, Mr. Sinclair talked. "The Jungle" author talked on "Socialism," that being his favorite theme these days.

SOCIALISTIC SPEECH IS SHOCK TO PASSENGERS.

In simple words, the meaning of which no man could miss, the author-socialist compared that well-dressed, well-fed, purse-filled passenger of the Minneapolis with the coal passers and trimmers away down below the water-line of the ship.

"You are all the same," he said. "You are all men. And why do some of you come in first-cabin accommodations (Mr. Sinclair himself was a first-cabin passenger) while others have to come as coal passers? The only difference between you," continued Mr. Sinclair (the of the first cabin) "is that of price. You have the price to come in the cabin and be served as masters. Those below haven't the price, so they must work for their passage."

This was a little too strong for some of the passengers, but nothing to what was to shock their aesthetic nerves when Sinclair suddenly demanded: "And where did you get the price? And why haven't they the price?"

SEEMS INTERESTED IN KEMP'S ADVENTURES.

There was considerable debate on the matter during the remainder of the voyage, many passengers declaring they intended to protest to the management of the line. A few others, however, warmed up to Sinclair and had him write them out a list of reference books on socialism that they might study up on the question.

"I feel pleased as the result of my talk," he told The Evening World's ship news reporter.

Mr. Sinclair is returning here with his wife, that she may undergo an operation on her spine, injured two months ago by a fall in England. He evinced interest in the escapades of Harry Kemp, "the box car poet," who eloped with the former Mrs. Sinclair, and who was reported to have been away on a recent liner to Europe, but declined to talk about him.

CAPTURE LARGE TURTLE.

1,500-Pound Monster Caught on Fire Island Bar.

When the schooner Gleaner, commanded by Capt. R. Tapper, was off Fire Island about midnight Saturday the watch heard a terrible splashing off the lee bow. Investigation showed that the noise was coming from a sandbar on which was a huge turtle. Capt. Tapper called out his crew of fifteen men and captured the turtle, which weighs almost 1,500 pounds and is said to be about 60 years old. The turtle was aboard on the ship, and was bought by Louis J. Nagle of No. 40 Columbus avenue, who paid \$100 for it.

The turtle, which is of the leatherback species, is said to be the heaviest turtle ever brought to this port. It is eight feet long, and each of its flippers is two feet long. Mr. Nagle says that he has received an offer for its purchase from the officials at the Aquarium, who say that the turtle is the first of the leatherback species to come to this port in fifteen years.

pay your firm any money. A. He did.

Q. How much. A. Ten thousand dollars.

Q. To whom did he pay it? A. To me personally.

Q. In what form? A. In bills.

SULZER MADE ANOTHER PAYMENT OF \$6,000.

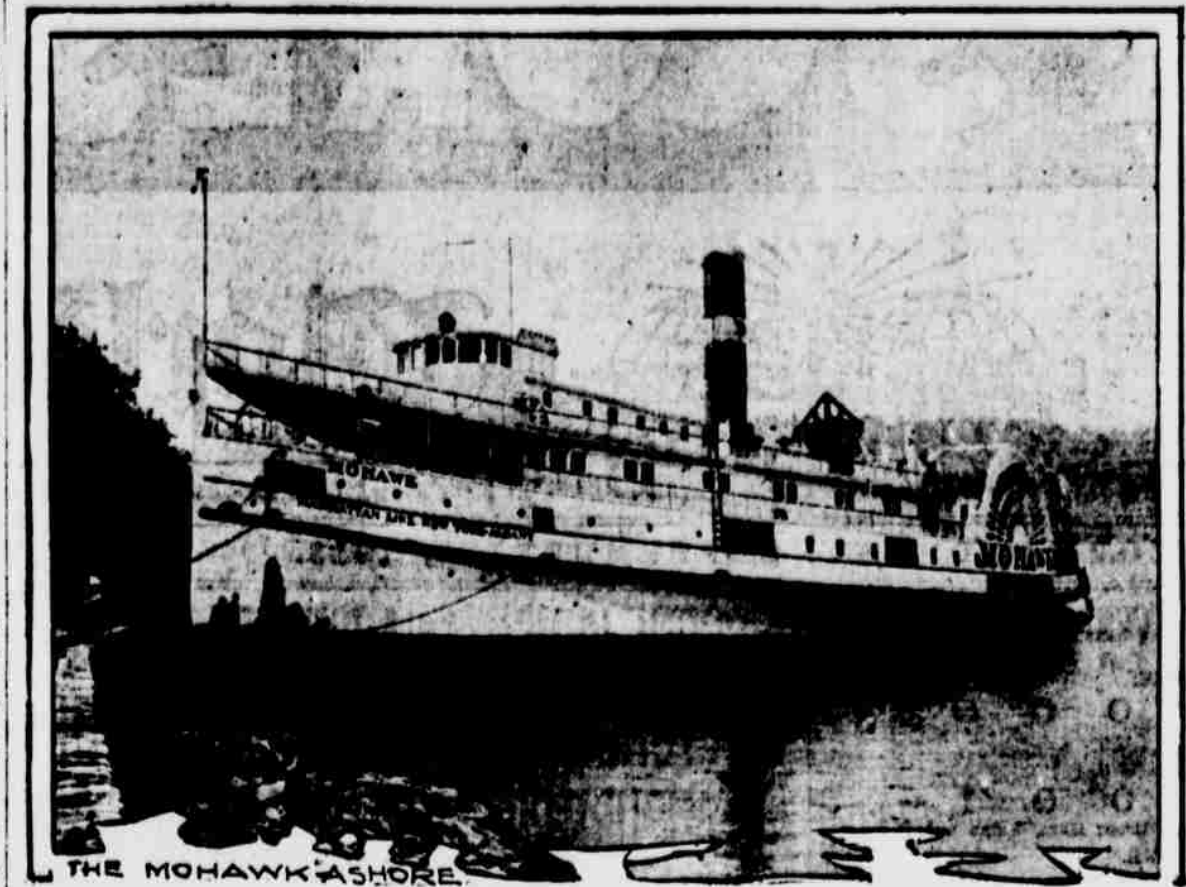
Q. Did he make you any other payments? A. Yes, on Dec. 16 he gave \$6,000 to me personally.

Q. In what form? A. In currency and bills.

Mr. Fuller was excused until tomorrow to produce his firm's books giving details of the transaction.

Sunday World "Wants" Work Monday Wonders.

How Steamer Mohawk Struck Rocks Of the Hudson on Trip to Albany



300 PASSENGERS IN PANIC WHEN BOAT CRASHES INTO SHORE

(Continued from First Page.)

put to work at the pumps, however, and the passengers who were calmer say they were positive the boat was taking water, but they were not given any information as to what her condition was.

"We knew she couldn't sink, as she was on the rocks, held fast," they said later, "but the hysterical women didn't seem to realize the situation and the panic on deck didn't let up."

This steamer Morse of the People's line passed and saw the Mohawk's distress. She stood by and offered to take the passengers aboard, but the offer was declined.

"The Iroquois will be along after a while, and we'll put everybody aboard there," the Morse was told, and then steamed on her way.

THREE HUNDRED TAKEN OFF BY THE IROQUOIS.

The Mohawk went onto the rocks about 11:30 o'clock. The Iroquois did not appear until 3 o'clock in the morning. She eased up to the Mohawk's stern and was made fast with several lines. A plank was laid between the two boats and made fast and the transfer of passengers began.

Many of the women were so unnerved by the three-and-a-half-hour strain they had to be carried from the deck of the Mohawk to the deck of the Iroquois. However, the transfer was accomplished without accident, and the Iroquois headed about and put into Poughkeepsie, where the Mohawk's passengers were left.

"A special train has been ordered," they were told, "and will be ready for you in a little while. You will be taken into Albany at the company's expense."

As soon as the forlorn crowd reached the railroad station they inquired about the special train.

"We haven't heard of any special train," replied the employees of the railroad company on duty at the depot.

"The first train out of here for Albany leaves at 6:25."

It was about 4 o'clock when Poughkeepsie was reached. As soon as the railroad men dashed the expectations of the stranded passengers regarding a special train, calls were put in to the Manhattan Navigation Company, but the telephone operators said they were unable to get a response from the company's offices in New York.

Inquiry was also made by telephone and telegraph to ascertain from the New York Central if there was to be a special train made up. The reply was that there had been no request for any special train. There was nothing to do but wait for the regular train.

"We've had a couple of hundred of them huddled in the waiting room here since 4 o'clock," the Poughkeepsie agent told The Evening World over the telephone shortly before the first train departed. "We don't know anything about what happened to the Mohawk, but it's a pretty rare crowd in the station right now."

OFFICIALS DENY THAT THERE WAS ANY PANIC.

At the offices of the Manhattan Navigation Company at Pier No. 39, North River, to-day, it was denied by officials that any panic took place. One of them said:

"The boat was going slowly at the time, as the steering gear, which is worked by steam, was not working properly, and she struck a ledge of rock off Hyde Park, above Poughkeepsie. I am informed that the blow was so slight that most of the passengers knew nothing about it. When the Iroquois of the same line came alongside this morning the Mohawk's passengers were assembled on the after deck ready to be transferred. A gangplank was suspended from one ship to the other and the passengers walked across it. The Mohawk will be taken down tomorrow and will resume her regular service almost immediately."

BOSS MURPHY LAUGHS RIGHT OUT LOUD, AND AT HIS OWN JOKE, TOO

Followers Are Startled Because They Say He Usually Laughs Up His Sleeve.

"I have nothing to say concerning Mr. Croker's remarks," said Charles F. Murphy to-day when he was asked what he thought of the former leader's attack on the late Mayor Gaynor.

"Have you changed your mind as to the outcome of the election?" he was asked.

"I received some mighty good reports to-day," chuckled the leader, beaming on his interviewers. "Have you fellows any new pickings?"

"You mean any new 'dope,' don't you, Mr. Murphy?" one of the reporters asked him.

"Yes, that's right," replied Murphy, but "dope," and the Tammany chieftain started the grim looking district leaders waiting for an interview by releasing a regular laugh that could be heard throughout the big room. It is a rare event for Mr. Murphy to laugh out loud in Tammany Hall. They say there that he does most of his laughing up his sleeve.

SUPT. BOWE SERIOUSLY SICK.

Head of Public Buildings Bureau Has Hardening of Arteries.

I. W. W. LEADER GUILTY OF PREACHING SABOTAGE

Boyd Advised Paterson Silk Workers How to Wreck Employers' Machinery.

Frederick Sumner Boyd, an I. W. W. agitator, was found guilty by Judge Abraham Kleinert in the Passaic County Court at Paterson, N. J., to-day on two indictments charging him with preaching sabotage to the silk mill strikers last spring. Boyd, who had waived a trial jury, will be sentenced on Friday.

Witnesses stated that at meetings of striking silk weavers on March 31 and April 1 Boyd advised them, should they have to return to work without winning their strike, to rub vinegar on the reels of the silk looms, sandpaper the spindles of silk and put a preparation called rhodamine in the dye boxes. Men interested in the silk manufacturing business testified that the methods advocated by Boyd would have had an extremely damaging effect on the business of any concern in which they were practiced.

Counsel for Boyd maintained that the operations outlined by Boyd, while they might injure the silk, dye or machinery, would not destroy them. The word destruction was expanded from the indictments by order of the Court and Boyd was then convicted.

Pat Quinn, the agitator who was sentenced to prison and is now on bail pending the result of an appeal, attended the trial. William Haywood, Elizabeth Gurley Flynn and Carlo Tresca, all under indictment in Paterson for inciting violence and destruction of property, will be tried next week in the plans of the prosecutor's office can be carried out.

WON'T DODGE POLICE ISSUE, SAYS MITCHELL

Tells Methodist Clergymen He Will Enforce the Law as He Finds It.

John Purroy Mitchell, to-day appeared before the monthly conference of Methodist Clergymen at No. 150 Fifth avenue, to which he had been invited. He was asked what, if any, change he was going to make in Mayor Gaynor's ex-parte policy, if he were elected.

"I shall enforce the law as I find it on the statutes," replied Mr. Mitchell. It was pointed out that under Mayor Gaynor's policy the point of contact between the police and the saloon keeper had been lessened and the responsibility put upon the Excise Department, and he was asked what he was going to do about the police question.

"I won't dodge the police issue, as you will see very soon," replied Mr. Mitchell.

Mr. Mitchell then went to the Fusion headquarters in the Fifth Avenue Building, where there was a meeting of the campaign committee. Comptroller Prendergast, Borough President Mooney, John Hedges, William Loeb and others were there and tentative plans were mapped out for the campaign.

BECKER'S APPEAL OCT. 13.

Court to Hear Argument if Sulzer Trial is Finished Then.

ALBANY, Sept. 29.—The appeal of former Police Lieutenant Charles Becker of New York on the four-gun murder of Herman Rosenthal, will be argued before the Court of Appeals on Oct. 13, provided the impeachment trial of Gov. Sulzer is concluded by that date.

Announcement to this effect was made when the Court of Appeals recessed to-day after the summer recess. The court was in session less than two minutes, and adjourned until Oct. 6 to permit the Judges to sit with the Senate as Judges of the High Court of Impeachment.

Grand Circuit Train OK.

COLUMBUS, O., Sept. 29.—Rain which fell in light showers this morning caused a postponement of to-day's grand circuit races. The card for to-day will be run to-morrow.

500 MEXICANS SLAIN IN FIGHT

Refugee Report Rebels Defeated by Federals.

EAGLE PASS, Tex., Sept. 29.—More than five hundred Mexicans were killed in a three days' fight between the main army of the Constitutionists and about two thousand Federals, near Salinas, seventy-three miles south of here, according to refugees who arrived here to-day.

The defeated rebels are reported in flight toward the border, destroying towns and coal mines. American interests are suffering heavily.

Sulzers and Turks at Peace.

CONSTANTINOPLE, Sept. 29.—The treaty of peace between Turkey and Bulgaria was signed by the plenipotentiaries here to-day.

HARRY THAW ILL; LAWYERS ANXIOUS OVER BAD COLD

System Run Down by Hard Work and He Is Under Doctor's Care.

CONCORD, N. H., Sept. 29.—Harry K. Thaw has a severe cold and his friends and lawyers are worrying over his inability to rid himself of it. His contract to a week ago, and as yet has showed no improvement. His constant coughing was noticeable at the extradition hearing before Gov. Felker last week.

Thaw was under the care of a physician, but has not responded to his treatment. His broken rest and the hard work he has been doing with his secretary have combined to reduce his weight somewhat.

Gov. Felker said to-day he would decide Harry Thaw's case strictly on its legal merits and announce his decision within twenty-four hours after the briefs are in. He has granted Thaw's attorneys until Oct. 6 to file briefs.

WHITMAN WON'T BRING THAW BACK WITHOUT PROOF OF CONSPIRACY

Unless conclusive proof is furnished him that a conspiracy was hatched in New York City, with Harry K. Thaw as a principal, to effect Thaw's release from the Matteawan Asylum for the Criminal Insane, District Attorney Whitman will take no hand in the effort to return Stanford White's slayer to this State.

Deputy Attorney-General William Travers Jerome, acting for the State, had a conference to-day with Mr. Whitman, during which he asked the District Attorney to make formal request upon the Governor of New Hampshire for Thaw's extradition on the ground that Thaw was a party to a criminal conspiracy formed in New York City.

It is understood the New Hampshire chief executive might be persuaded to extradite Thaw if Mr. Whitman would make such request. The mystery of the Grand Jury action in Dutchess County being still unsolved. Whether an indictment had been returned there for conspiracy has never been made public.

FIREMEN FREE VICTIM OF ELEVATED ACCIDENT

Chop Woodwork of Shaft to Release Operator.

Tenants in the big apartment house at No. 400 West End avenue watched the members of Truck No. 35 work for half an hour this afternoon to release an elevator operator who had been caught between the top of the car and the beams at the top of the shaft.

The operator, Martin Malkasian, twenty-two, of No. 225 Forty-sixth street, when chopped out by the firemen, was found to be suffering from lacerations of the arms and shock. He was attended by Dr. Giles of the Polyclinic Hospital and then sent to his home.

Malkasian and Olaf Andersen, engineer of the building, were repairing the cables, and Malkasian was standing on top of the elevator, which was at the eighth floor, when the car started up. At the top of the shaft the car became wedged. William H. Lee, superintendent of the building, summoned Truck No. 35 by telephone.

STOPPED LINER AT SEA TO LET CREWS RACE

Passengers on Minneapolis Treated to Unique Contest in Midcoast.

Passengers of the Atlantic Transport liner Minneapolis, which arrived to-day from London, were treated to a novel sight last Friday, when the vessel hove to in midcoast and sent two lifeboats over the side for a race. One, manned by stewards, rowed twice around the drifting liner faster than the second, manned by coal passers. A number of wagers had been made on the contest, the more husky coal passers being favorites.

FOUR HURT IN CRASH.

Horse, Hitched to Wagon, Dashed Against Third Avenue Car.

Four persons were slightly injured this afternoon when a horse attached to a truck ran into a northbound Third Avenue car at Fortieth street.

The injured were Harry Harrison, nineteen, driver of the truck, of No. 127 Henry street; John G. Homer, thirty-five, of Richmond Park, N. J.; Michael Needham, forty, of No. 103 Park avenue; and Samuel Katzer, forty-five, of No. 1159 First avenue. Harrison was attended by an ambulance surgeon and sent home. The others refused medical attention.

Save a Little here and there. Double strength, half saved.

White Rose CEYLON TEA

White Rose Coffee, Rich and Pure

DIDN'T SHOOT CHINAMAN, GIRL PRISONER ASSERTS

But She Naively Says All Celestials Should Be Shot.

"I never shot a Chinaman in my life," said Mrs. Topsy Duval at Police Headquarters this afternoon, "but I'll say this: I think all Chinamen ought to be shot."

After this naive declaration Mrs. Duval, who says she is twenty years old but looks younger, was locked up charged with feloniously shooting one Wong (Gong of No. 10 Pell street, a waiter in a chop suey restaurant at No. 12 Stuyvesant street. The shooting occurred on the evening of Sept. 12.

Mrs. Duval, who was living at that time at No. 27 Stuyvesant street, was in the restaurant with a crowd of youths and some other women. Somebody produced a revolver. Mrs. Duval grabbed it and began waving it around her head. Wong Gong tried to take it away from her and she shot him in the right shoulder, inflicting a wound from the effects of which he is still suffering in Bellevue Hospital.

Mrs. Duval escaped and the detectives who had her name could get no trace of her. Yesterday she appeared at the Atlantic Avenue station in Brooklyn to see one "Chick" Duval, who was arrested Saturday for burglary. She said Duval was her husband. The Brooklyn police promptly placed her under arrest and Detectives Harvey and Lawler went over the bridge and took her into custody for shooting the Chinaman.

At the direction of the Public Service Commission the Union Railway Company of the Bronx will on Oct. 1 begin an all-night service on the One Hundred and Sixty-third and One Hundred and Sixty-seventh street crosstown lines. This will be an experimental operation and the company will keep count of the passengers carried on all-night cars to determine whether the demand is sufficient to justify the continuation of the service.

Under the present schedule the last cars on these lines leave their respective terminals at 12:30, 1 and 1:05 o'clock A. M. It was found that the franchise of the company required all-night cars at half-hourly intervals.

TO RUN CARS ALL NIGHT.

Experiment on Bronx Crosstown Lines to Begin Oct. 1.

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FAINTED AND FELL OFF SUBWAY PLATFORM

Special Officer's Presence of Mind Saves Young Woman From Being Run Over.

Miss Edith Styles, a bookkeeper employed in a Fourteenth street wholesale store, was seized by a sudden fainting spell as she stood near the edge of the downtown express platform at the Fourteenth street station of the subway to-day and before she could save herself she toppled down onto the tracks. The platform was crowded with women shoppers and the sight of the girl's disappearance into the dark trench threw them into a panic.

Special Officer Peterson, who saw the girl fall, jumped to a nearby danger signal switch and sent out an electric current which set the block against the oncoming train before even its lights were visible at the station. Then he leaped down into the pit and lifted the unconscious girl to the Chief Inspector's office. There Dr. Schaaf of Bellevue Hospital attended her and said she did not need removal to the hospital. Miss Styles, later, was sent to her home at No. 337 Fifty-seventh street, Brooklyn.

MAN FOUND IN OCEAN HAS BULLET WOUND

Fisherman Picks Up Body Off Manhattan—Evidently That of Sukide.

The body of a young man with a bullet wound over the left eye, indicating suicide, was found in the ocean off Manhattan Beach this afternoon by Antonio Benetto of No. 150 Lawrence street, Brooklyn, while he was out in his power boat fishing. He brought the body ashore and the police were notified. The body is that of a man not over twenty-five, whose weight was about 125 pounds and height 5 feet 8-1/2 inches. The dead man has blue eyes, fair complexion and auburn hair. A dark blue suit, brown and white striped shirt, black socks and black shoes clothe the body. In the pockets were a fountain pen and \$1.15 in currency.